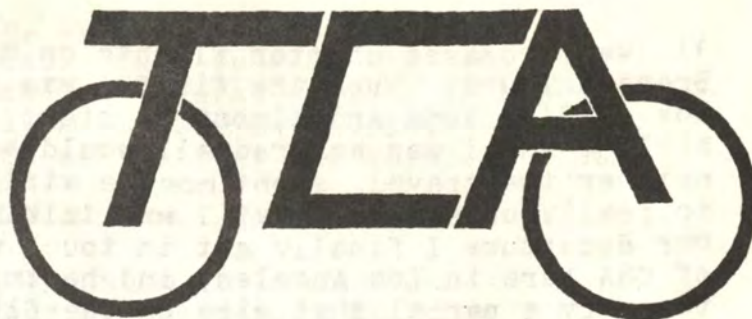


DOUBLETALK

BULLETIN OF THE

Vol. 2, No. 2

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TANDEM CLUB OF AMERICA

A TANDEM TOUR OF ENGLAND by John & Carol Garnes, Topanga, CA

In the summer of 1976 my wife and I had our first taste of bicycle touring -- we took our stock (very stock) Schwinn Paramount tandem on a ten-day tour of California's beautiful wine country. We so enjoyed this that we began to plan a more ambitious tour -- five weeks tandeming around southern England.

Both of us had been to England twice before, in 1967 and 1974, but before we had driven a car. I can say now that cycling, and in particular, tandeming, is the best way to see a country and meet the people. Barriers fall, conversations are started, smiling faces and waves greet you everywhere! Most enjoyable and rewarding.

Since I am a cycle-technoid freak, a few words on the bike, its modifications (the need for which became very apparent on our wine country tour) and the joys of shipping a tandem by charter flight.

1) Bud's Bike Shop provided the Phil hubs, bottom brackets, spokes, disc brake (Shimano), Ultra-glide cables, TA crossover 15-speed cranks and rings and Cyclo-pans freewheel. Jack Davis modified the frame (24" x 24" double gents) to take the brake, put in Campy vertical dropouts, brazed on some tiddly bits and sprayed the Imron. Wheels are 36-36, TD spokes, stock (Super Champ) rims and have never even needed to be trued. (Built 'em myself, too!) Schwinn Sports tour tires held up great.

2) Beverly Hills Bike Shop supplied a Schwinn Paramount tandem box. If you are going to fly, ship, or train your tandem, this is a great way to go -- double thick walls, the wheels stay on and the box is free! Chat up your local Paramount dealer -- they actually throw these things away! I packed the bike, removing the pedals, bars and seat posts and wrapping the frame tubes in newspaper. No problems coming or going. Baggage handlers at both ends seemed competent and careful.

3) We purchased charter flights on Overseas National Airways through Brendan Tours. From the first I was concerned over the size of the box -- 7'9" long and almost 3' high! The travel agency called the airline and I was assured all would be well. Still, I felt that neither the travel agent nor the airline representative she spoke to really understood what I was talking about. So one week before our departure I finally got in touch with the baggage supervisor of ONA here in Los Angeles, and he informed me that it was impossible to carry a parcel that size on the flight! He then asked me to hang on, and after checking came back and said that it was OK, we would be flying a DC-10. He went on to add that DC-10's and 747's could take a box that size, but DC-8's and DC-8 "stretchers" could not fit them through their cargo doors. These last two aircraft are commonly used on charter flights so this is an important point to keep in mind.

4) We had been alarmed by dire warnings that no excess baggage weight would be allowed, even going so far as to be quoted the applicable federal regulation, punishments, etc. Since the bike and crate weighed 79 lbs., and as we were allowed only 88 lbs., we sent most of our baggage on ahead to friends in Cambridge. Imagine my anger/frustration/chagrin/relief when the baggage handlers put the box on the plane and never weighed it! The same was true in London, so evidently the weight limit is honored more in breach than in observance. (One man in London brought back two Honda mopeds -- 108 lbs. apiece!) Our first night's hotel, which we had reserved in advance (a necessity in the London area), picked us up at the airport and stored the crate for us until we returned.

I won't go into our itinerary, but here are a few points about tandeming in England: 1) The roads are very good -- smooth, well marked and glass-free! 2) These glass-free roads are used by generally law-abiding, courteous drivers who are used to giving cyclists plenty of room to ride! 3) The smaller "B" roads and country lanes have little traffic. (We sometimes could ride for hours and never see a car.) 4) These smooth, traffic-free roads usually run straight to the tops of the hills, without any switch-backs, grading, etc. -- so gear low. We used a 28 tooth front and a 30 tooth rear (a lot) and still got off and walked a few times. The hills aren't high, but they are steep! 5) Extremely good maps are available in stationary stores in any decent sized town. We used the Ordnance Survey 4 miles/inch series, but Bartholemew's, Geographia and the AAA all have similar products. 6) The AAA, local tourist boards and the British Tourist Authority have compiled booklets on "budget" accommodations. We would usually call ahead one day at a time, and seldom had a problem, even though we were there at the peak of the "season." 7) There's no free lunch in England either. Even though the pound has been greatly devalued, their inflation has been horrendous. We spent \$30/day for the two of us. This included food, room, gifts and train travel. (The train, by the way, is reasonable, reliable and safe for your tandem!) We never camped, seldom had a bath in our room, rarely found a shower in our hotel, and seldom got anything but a warm welcome wherever

we stayed/went. 8) The weather, by Los Angeles standards, was lousy -- like December in So. Cal. Take fenders and rain capes! We would have drowned if we hadn't. 9) Rural England is beautiful -- a village every two or three miles -- no mosquitoes (!) -- super friendly people and you can ride on the left and survive!

DOUBLE TROUBLES

by Malcolm Boyd and Harvey Sachs

Art Kneisel of Mission Viejo, CA writes: "In reference to last issue's Double Troubles article, your question about "knock off paste" to ease the removal of tandem freewheels is a good one. I have been using a product that should be available through any hardware store called "Never-Seez." This product is manufactured by the Never-Seez Compound Corp., 2910 S. 18th Ave., Broadview, IL 60153. I've used it for about four years with no seizing problems on any aluminum to aluminum parts. One hint: the stuff is very messy and a little goes a long way when applied with an artist-type brush. One can could last 2 or 3 people for many years."

A note from Malcolm: Another application for this glop will be those splined drivers for the Phil Wood disc brakes. Joe & Alice Jorgens of West Los Angeles, CA on tour in 115 degree heat in the Canadian Rockies this past August broke a spoke behind theirs and had a devil of a time getting it off. (They were sweating too much?) The method recommended to me is to lock the brake on by over-tightening the cable adjustment barrel and then, with weight on the stoker's saddle to prevent the wheel from slipping, back the bike up. But there has to be a better way. Any suggestions?

A note from Harvey: Phil Wood has been very sensitive to the needs of tandemists, but one note on a potential minor difficulty should be offered. If you use a Phil rear hub with the wide (36 mm) spacing on the drive (right) side, you may find that your freewheel tool will not fit far enough over the axle to engage the freewheel. We had this happen with a Suntour. Phil Wood Co. advises that freewheel tools can be reamed deeper with a carbide tool -- conventional steel tools won't work with hardened pullers. If your local machine shop can't do it, Phil apparently has the 3/4" carbide end mill required. If enough people need the pullers, maybe Phil will market one.

TANDEM OPTIMIZATION

...is a new column organized by Harvey Sachs and designed to explore in depth ingenious solutions to tandemists' mechanical problems. In each issue we hope to concentrate on one area and present possible solutions. We will start in the next issue with rim brakes, in particular, rear rim brakes. Your ideas are eagerly sought. Here are the rules;

1. We are primarily interested in adaptations or ideas which you have actually tried, and which either worked or flopped badly; either is a piece of data worth knowing.
2. Please send a brief description and a sketch or photo. We will edit and publish.
3. All publications will include a disclaimer of responsibility; we can provide anonymity if you wish!
4. Send your thoughts to Harvey M. Sachs, Geology Dept., Guyot Hall, Princeton University, Princeton, NJ 08540.

EDITOR'S MAILBOX
by Malcolm Boyd

Ted & Mary Ann Ellis of Providence, RI write: "If you have installed a set of Mathauser brake pads with no toe-in, CHANGE THEM!!!! A recent revision in the specifications directs the user to set the pads at varying degrees of toe-in, depending on the type of brake used. A visit to the local bike shop would be in order, to review the revised specs.

If set flush, there is a tendency for the pad to dig in and possibly be caught in the rim seam. When this happens, as it did to us, the pad will be torn off the shoe. Quite a thrill on a downhill run! Properly set, the Mathauser is still the best rim brake pad made. On a recent tour, a 3 to 4 mile downhill run through the Crawford Notch in New Hampshire resulted in a 5 lb./sq. in. increase in pressure in the front tire and none in the back, testimony to the pad's effectiveness."

Ted also sent the following exchange of letters; the first to Mathauser and the second the reply from Edward Scott:

- 1) "A recent installation of your pads on a set of Mafac cantilever brakes revealed that the pad cannot be set to meet the rim properly. It is necessary to grind the pad to an angle opposite that set in your angled pads. By grinding to fit, pad life is decreased by one half. Would it be possible to remove the pad and reverse the angle or obtain this from the factory?"
- 2) "Believe it or not you're only the second person who has suggested reversed angled pads. Bud's Bike Shop in Claremont, CA, supposedly the largest US tandem retailer, buys hundreds of brake shoes from us yet has never raised this question. The problem is with the frame makers. They have no standard location for the studs that they weld (I think he means braze. ed.) onto the forks, and between this and their lack of control of wheel diameter, the brake shoes can be a bad fit.
"There are three things you can do to help the problem: If you have rims with angled sides, switch to ones with straight sides, or buy our "straight" rather than "angled" pads, or change to smaller diameter rims. For us to make special molds for reversed-angle pads would be prohibitive in relation to the potential sales. You don't need 100% flat contact, though obviously it will equalize the

wear and lengthen pad life. Buy "straight" pads and adjust them as close as possible. The retarding effect will be the same. You may have half the square inches of contact, but you'd have twice the pressure per square inch and it adds up to the same. And eventually they'll wear in and fit full width."

Ted Ellis further notes Bill McCready's comments on the installation of Mathausser shoes on cantilever brakes in Bicycling! (June, 1976): "We have found the pads work well only when carefully fitted -- they will not flex to fit the rim like most other pads. The only case of fast wear we've seen can be attributed to poor fit. Because of this fitting, it might be advisable for people with cantilever brakes to change over to the Shimano arms. These arms, which fit the Mafac bosses perfectly, have an adjustment for toe-in which is lacking in the Mafac units."

The editor notes: While Shimano arms will fit the Mathausser pad flush with the rim, the arms of these cantilevers are considerably shorter than the Mafac "Cyclomoteur" arms. The force exerted on the rim for a given cable tension is directly proportional to the cantilever arm length. Thus, you have come the full circle: using an inferior brake to properly mount a superior, but mechanically demanding, shoe leads you to where you began!

Stewart Seman of Hinsdale, IL writes: "I especially enjoyed the article "Tandemitis" by Rudy and Kay VanRenterghem in the latest issue of Double Talk. Since the TCA's objective is to promote interest in tandem bicycling, articles such as this are quite valuable. I would appreciate more articles geared to entry level tandemists. The technical subjects covered so far have been quite informative and I fully agree that such coverage should be continued, especially for new products of interest to tandemists. I'd still like to see, however, articles on such subjects as: Buying your first lightweight tandem, Breaking into the tandem habit, Getting the spouse interested in tandeming and Transporting a tandem.

"Some of these topics may seem out of place for someone who already owns a tandem. But when people ask me for advice, I share back issues of Double Talk with them. The cost of a tandem is enough to scare most people out of buying one. The problem is compounded, however, by the articles published to date on buying tandems. For example after reading Fred DeLong's article on Follis tandems in the June, 1975 issue of Bicycling!, I decided that it was just what we needed to get into serious tandeming. The bike shops I normally go to didn't carry it and each shop touted the brand it carried as the one to buy. I soon learned that these shops know the least when it comes to tandems. Before I could make my purchase Bicycling! had another article (July, 1976) which mentioned the Follis tandem. This one, by Bill McCready, was critical of the Follis rear hub, stating that: "The eventual cure may require frame modification or a custom built rear hub."

Both Bill McCready and Fred DeLong are respected bicycling experts, so that the conflicting views presented could be quite confusing to the novice. Obviously, everybody has their own idea of the ultimate

tandem. A lot of beginners, like myself however, aren't interested in the "ultimate" tandem, but instead, one that is affordable and won't deplete their bank account after they get it. At least if a number of members gave their personal experience, a beginner would have a better basis for interpreting the advice of the experts.

I got hooked on tandems 20 years ago when neighbors loaned their heavy-framed single-speed to my sister and me. It was an absolute thrill. Tandems were an extreme rarity at that time -- I don't know what I enjoyed most, the jealous stares or the sheer joy of pedaling with twice the power. (I had a strong sister!)

"It was a long time before I could afford a tandem of my own. I was going to rebuild one from a discarded frame I found in the alley. My wife, out of fear based on the costs of my previous bike rebuilding projects, beat me to the punch and bought us a Schwinn Twinn tandem. That delayed even longer my purchase of a lightweight tandem. To quote my wife: "You already have a tandem, what do you want with another one?" But it also convinced me that tandeming was my cup of tea.

"Now I know that some of the owners of Jack Taylor and Schwinn Paramount tandems will sneer at the mere thought of a ponderous 2-speed trying to break into their class. To quote Bill McCready, "I cannot recommend one of these 'balloon-tired bombers' to any serious rider. A short ride is enough to cure almost anyone of 'tandemitis'." But if all you can afford is a "balloon-tired bomber", you settle for it until something better comes along. Some of us got tandemitis from those "balloon-tired bombers" and thus I think they should be recognized as a legitimate stepping stone into the "big league." We used our heavy weight on the Boul-Mich bike tour in Chicago last year, leaving our ten-speed solos at home. Our five year old was on the back and we still found ourselves passing many of the ten-speed singles just going our normal pace.

"Let me hasten to add that we now have a ten-speed Gitane tandem. We got it second-hand from a guy whose wife just couldn't adapt to a tandem. With it my wife and I can go distances in terrain that would have been too demanding on our heavy weight. We had no difficulty adapting to the ten-speed, thanks to our experience on the heavyweight. The coordination needed to pilot and stoke a tandem for touring was already developed. I won't try to convince anyone that heavyweights are worthwhile for serious touring. But in our case it was the entry point for eventually getting into the more serious stuff.

"Admittedly, we're still novices. My latest job assignments have kept me off my bike and out of shape. Without my constant encouragement, my wife has spent all of her free time playing tennis. Yet we took our tandem to the Michiana Bicycle Association's Amishland and Lakes weekend and spent most of our time passing up solos. My wife would have had a difficult time completing 50 miles a day on her own, but we had an easy time of it on the tandem and thoroughly enjoyed ourselves. We still have to find a better stoker's seat, but otherwise we're very happy with the bike we have (a friend

changed the two-cross spoking to four-cross per Bill McCready's wisdom). For me the tandem is the only way of getting my wife out on a long bicycle ride. She can't keep up with me on a solo and her pace is too slow for me. On the tandem we get along perfectly. I'll still spend most of my time on a solo because its hard to get my wife away from tennis. But with the tandem I can now take my wife on some of the tours she would otherwise avoid. With our bugger attached, I can take the whole family and it beats the hell out of driving the car!"

From Phillip & Janet Winter, Chamblee, GA: "I have read with interest the many "horror" stories printed in Double Talk concerning tandem rear wheels. We have ridden our machine nearly 1700 miles with no spoke breakage and no re-truing. I weigh about 160 and my wife/stoker about 135. The secret? I can't really say. The hubs are standard Campy record hubs drilled for tandem spokes. The spokes themselves are .105 ga. Radielli's, 36 per wheel. The rims are the Araya alloy. I bored out the spoke holes in the rim to the approximate angle the nipple would normally sit, and I used "Threadlock" on the spoke threads. I think a lot of our good fortune is due to this last step. The tires are Schwinn LaTours running about 105 psi. We got about 1500 miles on the first rear tire. The bike is used mostly for weekend tours, frequently with panniers.

"To beat the 'in phase - out of phase' horse some more -- we recently went to out of phase cranks after 1500 miles of in phase riding. It does seem to climb hills better -- this must be due to smoother power delivery with the reduced frame flex. Out of phase does present problems starting, stopping, and in some cases, turning. I notice that the bike has an increased tendency to "wander" and any chain slack in the connecting chain is more bothersome. Our overall opinion? We will continue riding out of phase.

"Finally, I enjoy each issue of Double Talk a great deal, and I am trying to boost tandems here in Georgia. Of the several tandems in the Southern Bicycle League, only two are ridden regularly, but interest is growing!"

CLUB BUSINESS
by Beth Zeichner

A meeting of the officers of the TCA was recently held at the home of the editor and the treasurer. A timely west coast vacation permitted the president and secretary to attend. Area representatives from California were also invited. Cliff Coffey (area rep from Los Angeles) and Aileen Ware were able to attend. The main topics of discussion are presented below:

- The current annual membership fee of \$3.50 has been sufficient to cover our expenses and to repay the Allison/Boyd and Zeichner households for the cost of publishing the early issues of the bulletin. However, this figure does not enable the club to build up any working capital. Capital is needed for purchasing patches, T-shirts,

etc. and for supporting TCA sponsored rallies. To prevent the necessity of borrowing money from members and to provide sufficient capital, it was proposed that the membership be raised to \$5.00. Also, to cover the additional expense of overseas postage, it has been suggested that the foreign membership (excluding Canada and Mexico) fee be raised to \$7.50. Because the \$3.50 figure appears in the TCA Bylaws, the proposed membership fees must be approved by the membership in the next election (March, 1978).

- The duties and responsibilities of the officers were discussed. It was felt that the area representatives could be used more effectively to unify the club. The vice-president will attempt to define specifically the role of the area reps, organize their efforts and coordinate regional activities.

- A monetary advance from the TCA to support regional rallies was also discussed. This money would be in the form of an interest-free loan and would be repayable after the rally. The advance would give the rally organizers some operating capital with which to make motel and restaurant reservations and other necessary arrangements. The rally directors would be required to submit plans and a budget to the vice-president and all loans would be subject to the approval of the executive committee. Clearly, the TCA will be unable to offer such a service until it has built up some capital of its own.

- We now mail out Double Talk under a bulk rate stamp. This is a lot less expensive than regular postage. The duration of the bulk rate permit is one calendar year, from Jan. to Dec., and is tied to one local Post Office building. It has been proposed that the term of the secretary be changed to coincide with that of the postal permit.

- The TCA will publish information on the sight rider program organized to provide tandems and pilots for blind riders. However, no further action on the part of the TCA is planned at this time.

- The TCA has an official patch (designed by member Dick Foltz). These patches may be purchased for \$2.25 each from the treasurer. TCA club jerseys will soon be available from Jones Cycle Wear. (The response to our request for opinions on JCW was 8 to 1 in favor of their jerseys. The one negative report did not list any specifics.) Arrangements are now being made for club T-shirts. They will feature the same logo as the bulletin. Watch later issues of Double Talk for additional information on club jerseys and T-shirts.

- The TCA has decided to accept advertizing in Double Talk to help defray the costs of printing and postage. The first of these ads appears in this issue. It will also be possible in the future to reproduce photographs in the bulletin. It is hoped that these pictures will add to the enjoyment of the bulletin as well as clarify some of the technical discussions.

- It was agreed that this meeting was beneficial in deciding questions of club policy and goals. Continued communication among all the officers can only benefit the club. Occasional conference calls seem the best way to accomplish this, since meetings are cost prohibitive.

Fred & Kala Koch, Hermosa Beach, CA

Since the Tandem Club is so widespread, this survey was initiated to learn more about the members' riding habits, tandem equipment and the desired direction for the Club. The results were impressive not only in number (over 200 replies), but also in the detailed comments that people offered. We wish to thank all who took the time to answer and hope that the survey results will cause people to write and exchange ideas in the newsletter. Following is a summary of the results:

Section I regarding riding habits shows that 81% of riders put in between 25 and 100 miles per week and half ride with clubs, while the other half ride independently. Forty-six clubs are mentioned -- from the Argonne Bicycle Club to the Westlake Wheelmen. Only two clubs had more than five tandem teams represented in the survey, those being the Baltimore Bicycle Club and the Los Angeles Wheelmen. Most people use tandems mostly for one-day social rides; 57% do some touring. Eighty-three percent have been riding for less than five years, the longest for 39 years.

Talking about frames, the most popular makes are Jack Taylor, Paramount and Gitane. Thirty-four makes are listed. The large number of them built in recent years (1975-1977) indicates a growing interest in tandem frame building. The oldest tandem, a Sun Wasp, was built circa 1935. 79% of all-up tandems weigh between 300 and 400 pounds.

The most popular brand of front wheel is Phil Wood, and the most common spoking pattern is 36 x 4. Most people run Super Champion rims and Schwinn Le Tour tires. The rear wheel components are essentially the same, except there is a decrease in the 36 x 4 spoking pattern, replaced by 40 x 4 and 48 x 4, topped by one 71 x 7!

On rating wheels, there was a 6% increase in the poor rating of the rear wheel over the front. Nevertheless, 83% rated the rear good to excellent.

On the question of brakes, Mafac cantilevers received the highest percentage -- 77% of all brands listed. Twenty-nine unsolicited responses mentioned the use of Mathauser pads. 62% of all tandems have a third brake. Rating braking on mountains, the addition of a third brake decreased the poor rating from 13% to 9% and increased the excellent rating from 4% to 26%.

The lowest gear given was 19" and the highest low was 56"; whereas the highest high was 120" and the widest range was 23" to 116".

In phase or out of phase? The in phase riders outnumbered the out of phase two to one. Of each type, only 1/3 of the in phase have tried the cranks out of phase, while 2/3 of the out of phase riders have tried them in. Perhaps this is because most tandems come with in phase cranks. However, the in phasers were more vocal in their objection to out of phase cranks than vice versa.

Front derailleurs were led by Campy with 34% and the rear by Suntour with 46%. 85% rate the drive train good to excellent.

On the subject of saddles, 19 different kinds of front ones were listed, with the most popular being the Brooks Pro at 41%. Twenty-two kinds of rear saddles were mentioned, with the Brooks B-72 at 19% and the Brooks Pro at 18% vying for first place. These two were followed closely by the Ideale TB-14 and the Avocet Women's saddle. The Avocet Women's made a strong showing considering their recent introduction on the market.

Three-fourths of the Tandem Club prefer to use the organization for information exchange rather than activities planning and prefer area rallies as an activity. Respondents were evenly divided on providing hostels and using hostels if provided by others.

Suggested additions to the newsletter include drawings, parts exchange department, question and answer column and reprints from foreign tandem newsletters. More than half of the Club members would travel over 200 miles to tandem events. Two-thirds would volunteer to organize area tandem events, while only 20% would like to see the Club organize community service events.

Detailed results of the survey appear on the following page.

MISCELLANY

- The editor is attempting to compile a listing of tandem outlets and sources of tandem goods for publication in a future Double Talk. If you know of local (or non-local) sources, please write to the editor, including the full name and address of the establishment and a short description of what they carry.

- Ray Baughn, a Los Angeles TCA member and owner of Ray's Bike Shop, 2321 Torrance Blvd., Torrance, CA 90501, has recently announced his entry into the retail tandem fray. He plans to market the Gitane 531 Super Sport frame primarily, built with TA Cyclotourist cranksets and quality components to customer's specifications.

-Another entry into the field is Saturn Cycles, 1804 Poleline Rd., Davis, CA 95616. John Padgett, the proprietor, brazes his own frames of primarily 4130 tubing with custom design and finish. The editor recently had the privilege of riding one of his frames and found it to be stiff and exceptionally stable.

SECTION ONE

- 1) HOW MANY MILES A WEEK DO YOU RIDE?

0-5	<u>4%</u>	6-25	<u>12%</u>	26-50	<u>36%</u>
51-100	<u>33%</u>	100-	<u>15%</u>		
- 2) DO YOU DO MOST OF YOUR RIDING WITH A CLUB

YES	<u>41%</u>	NO	<u>59%</u>
		# OF CLUB NAMES	<u>46</u>
- 3) CLASSIFY YOUR TANDEM RIDING

ONE DAY SOCIAL	<u>95%</u>	TOURING:	
		HOTEL/HOSTEL	<u>37%</u>
		CAMPING	<u>20%</u>
RACING:		TIME TRIAL:	
USCF	<u>0%</u>	USCF	<u>5%</u>
CLUB	<u>8%</u>	CLUB	<u>11%</u>
- 4) HOW LONG HAVE YOU BEEN RIDING A TANDEM?

1	<u>31%</u>	1-2	<u>27%</u>	3-4	<u>25%</u>
5-	<u>17%</u>	LONGEST TIME <u>39 YEARS</u>			

SECTION TWO

- 1) MAKE OF TANDEM?

JACK TAYLOR	<u>22%</u>	PARAMOUNT	<u>23%</u>	GITANE	<u>24%</u>
# of MAKES	<u>34</u>	OLDEST: SUN WASP	<u>1935-1940</u>		
- 2) ALL-UP WEIGHT

0-250	<u>2%</u>	251-300	<u>14%</u>	301-350	<u>42%</u>
351-400	<u>37%</u>	401-450	<u>3%</u>	451-500	<u>2%</u>
500-	<u>5%</u>				
- 3) HUB FRONT WHEEL

CAMPY	<u>29%</u>	PHIL WOOD	<u>40%</u>	NORMANDY	<u>12%</u>
MAXI-CAR	<u>2%</u>	SHIMANO	<u>1%</u>	OTHER	<u>14%</u>

OF SPOKES CROSS - FRONT WHEEL

36X3	<u>38%</u>	36X4	<u>42%</u>
40X3	<u>2%</u>	40X4	<u>7%</u>
48X4	<u>4%</u>		

OTHER 7% : MOSTLY CROSS 0,1,2 or 48X5

RIM FRONT WHEEL

SUPER CHAMP.	<u>60%</u>	RIGIDA	<u>13%</u>	FIAMME	<u>2%</u>
WEINMANN	<u>11%</u>	OTHER	<u>14%</u>		

TIRE FRONT WHEEL

MICHELIN	<u>11%</u>	SCHWINN	<u>64%</u>	MOSTLY LE TOUR	
TUBULAR	<u>5%</u>	OTHER	<u>20%</u>		
- 4) HUB REAR WHEEL

CAMPY	<u>28%</u>	PHIL WOOD	<u>40%</u>	NORMANDY	<u>7%</u>
MAXI-CAR	<u>2%</u>	SHIMANO	<u>1%</u>	OTHER	<u>22%</u>

OF SPOKES CROSS - REAR WHEEL

36X3	<u>20%</u>	36X4	<u>42%</u>
40X3	<u>2%</u>	40X4	<u>11%</u>
48X3	<u>1%</u>	48X4	<u>6%</u>
X 5	<u>10%</u>	71X7	<u>5%</u>
OTHER	<u>6%</u>		

RIM - REAR WHEEL

SUPER CHAMP.	<u>57%</u>	RIGIDA	<u>11%</u>	FIAMME	<u>1%</u>
WEINMANN	<u>8%</u>	OTHER	<u>22%</u>		

TIRE - REAR WHEEL

MICHELIN	<u>10%</u>	SCHWINN	<u>69%</u>	MOSTLY LE TOUR	
TUBULAR	<u>3%</u>	OTHER	<u>17%</u>		
- 5) RATE FRONT WHEEL

POOR	<u>5%</u>	FAIR	<u>9%</u>	GOOD	<u>35%</u>	EXCEL.	<u>55%</u>
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- 6) RATE REAR WHEEL

POOR	<u>6%</u>	FAIR	<u>12%</u>	GOOD	<u>31%</u>	EXCEL.	<u>52%</u>
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- 7) TYPE OF FRONT BRAKE?

MAFAC CANTILEVER	<u>29%</u>	MAFAC CENTER PULL	<u>8%</u>
CAMPY	<u>4%</u>	WEINMANN CENTER PULL	<u>3%</u>
OTHER	<u>7%</u>	ONE FRONT DISK, ONE FRONT DRUM	
- 8) TYPE OF REAR BRAKE?

MAFAC CANTILEVER	<u>75%</u>	MAFAC CENTER PULL	<u>5%</u>
CAMPY	<u>3%</u>	WEINMANN CENTER PULL	<u>7%</u>
OTHER	<u>9%</u>		

- 9) THIRD BRAKE

YES	<u>62%</u>		
RATING IN MOUNTAINS			
POOR	<u>9%</u>	FAIR	<u>24%</u>
NO	<u>38%</u>	GOOD	<u>41%</u>
POOR	<u>13%</u>	FAIR	<u>54%</u>
NO	<u>47%</u>	GOOD	<u>29%</u>
TYPE OF THIRD BRAKE		EXCEL.	<u>26%</u>
DRUM	<u>47%</u>	DISK	<u>36%</u>
		RIM	<u>8%</u>
- 10) RATE THE BRAKES: SEE 9 UNDER THIRD BRAKE
- 11) NUMBER OF GEARS

4	<u>1%</u>	5	<u>5%</u>	10	<u>36%</u>	15	<u>50%</u>
OTHER <u>6%</u>							
- 12) LOWEST LOW 19" HIGHEST HIGH 120"
- 13) CRANKS

IN-PHASE	<u>69%</u>		
TRIED OUT		NO	<u>70%</u>
YES	<u>30%</u>	OUT OF PHASE	<u>31%</u>
TRIED IN		NO	<u>37%</u>
YES	<u>63%</u>		
- 14) FRONT DERAILLEUR

SHIMANO	<u>13%</u>	HURET	<u>21%</u>	CAMPY	<u>34%</u>
SIMPLEX	<u>6%</u>	SUNTOUR	<u>26%</u>	MOST POPULAR MODEL CAMPY RECORD	
- 15) REAR DERAILLEUR

SHIMANO	<u>23%</u>	HURET	<u>4%</u>	CAMPY	<u>17%</u>
SCHWINN	<u>9%</u>	SUNTOUR	<u>46%</u>	OTHER	<u>2%</u>
MOST POPULAR MODEL SUNTOUR V-GT-LUX					
- 16) RATE DRIVE TRAIN

POOR	<u>1%</u>	FAIR	<u>10%</u>	GOOD	<u>43%</u>	EXCEL.	<u>42%</u>
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- 17) SADDLE - FRONT

BROOKS PRO	<u>41%</u>	BROOKS B15	<u>5%</u>	BROOKS B17	<u>6%</u>
IDEALE	<u>10%</u>	CINELLI	<u>6%</u>	UNICANTOR	<u>6%</u>
AVOCET	<u>5%</u>	COOL GEAR	<u>7%</u>	OTHER	<u>13%</u>
# OF SADDLES <u>19</u>					
- 18) SADDLE - REAR

BROOKS PRO	<u>18%</u>	BROOKS B72	<u>19%</u>	IDEALE TB-14	<u>12%</u>
AVOCET-W	<u>12%</u>	OTHER	<u>38%</u>		
# OF SADDLES <u>22</u>					

SECTION THREE

- 1) EXCHANGE OR ACTIVITY

EXCH	<u>74%</u>	ACTIVITY	<u>30%</u>	NOTE: SOME PEOPLE CHECKED BOTH
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- 2) ACTIVITIES

LOCAL RIDES	<u>53%</u>	AREA RALLY	<u>74%</u>
LOCAL TIME TRIALS	<u>11%</u>	OTHER	<u>2%</u>
- 3) PROVIDE HOSTEL

YES	<u>53%</u>	NO	<u>42%</u>
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- 4) USE HOSTEL

YES	<u>63%</u>	NO	<u>37%</u>
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- 5) ADDITION TO NEWSLETTER

YES	<u>34%</u>	NO	<u>66%</u>
MOST REQUESTED: PARTS EXCHANGE COLUMN			
- 6) WHAT IS THE MAXIMUM DISTANCE YOU WOULD TRAVEL

0-50	<u>3%</u>	50-100	<u>9%</u>	100-150	<u>12%</u>
151-200	<u>19%</u>	200+	<u>57%</u>		
- 7) VOLUNTEER FOR LOCAL EVENTS

YES	<u>64%</u>	NO	<u>36%</u>
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- 8) COMMUNITY EVENTS

YES	<u>21%</u>	NO	<u>79%</u>
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CZECHS CHECK USSR

(Coverage of the 1977 World Amateur Track Tandem Sprints, reprinted from Competitive Cycling, Box 2066, Carson City, NV 89701; October 1977; with permission.)

San Cristobal, Venezuela: U.S. tandem sprinters Jerry Ash and Gibby Hatton, gunning for a medal in this event, were frustrated, even though along with the Russians, they were the fastest team in the competition—easily capable of 10.1-10.3 (sec) for the final 200m. Last year, the U.S. tandem team had come quite close to defeating the Poles ('76 gold medalist), and Hatton-Ash were planning a medal run this year. Helmsman Jerry Ash, when questioned about the final result, said, "We blew it. Along with the Russians, we were the fastest teams here."

The U.S. team's road to success was blocked early as they drew the only 3-up heat in the qualification round against Russia and West Germany. The U.S. speedsters rode it from the front, where 90% of all tandem sprints are won. The Russian and the W. German duos took turns trying to get around the U.S. bike; the W. Germans were the first to succeed by getting under the Americans and taking the Russian with them to win in 10.95.

The defending champion Polish team of Kocot and Kotlinski had it their way, passing Italy at 150m and winning easily, while the Czechs (Vackar, Vymazal) dispatched Holland on a 400m leadout (10.62). In the repechages, the Russian bike (Semenetz, Veronin) was passing Italy when the Italian duo crudely leaned into the Russians who were going much faster. Down they all went; both teams were swept up the banking during the crash by the deceleration and the centrifugal force as their crash slowed the 65kph they were hitting before the incident. Incredibly, a rerun was allowed and the Soviets clobbered Italy in a long leadout (10.31).

In the other repechage, the USA pair flexed their collective muscles as they dominated Holland. The Dutch jumped from the front at 330m, and the U.S. tandem went high, popped over the top with great acceleration, chopped down at 100m and won going away with a 10.57.

In the repechage final, Ash-Hatton were matched against Semenetz-Veronin in a showdown between the speed merchants. The U.S. had the front position when the Russians made their big move, but a brief hesitation in winding out as Ash dropped them down the banking was all the Russians needed to come around and down. Ash-Hatton came back at them, but ran out of distance as they closed to a wheel length at the line; the Russians prevailed in a speedy 10.35.

The upshot of proceedings so far was that the U.S. men had ridden in the three fastest heats of the competition yet were out of the hunt for medals. Tough luck and some subtle mistakes were their undoing.

Into the semi-finals now, the Poles' tactics failed as the Russians

took 2 of 3 heats in 10.47; 10.62, while the Czechs took the West Germans 2 of 3 with winning 200m times of 10.44.

Normally, one would have favored the Soviets in the final; the Czechs, however, take almost sadistic delight in derailing the USSR train whenever possible, as happened in the '74 Montreal worlds tandem finals, when the Russians were the fastest team. But then as now, the Czechs pulled a repeat of that upset and seized the gold at San Cristobal. In the final runs, the Czechs gained the rear position with a standstill in the first heat, then powered around over the top at 270m to hit the line with a clear advantage (10.74). In the second, deciding heat, the Czechs took the front at 400m, and on a straight power leadout defeated the Russians in a final 200m time of 10.44.

The West Germans nabbed the bronze from Poland and thus showed that their presence in the finals was no stroke of fortune. In a surprise, since there is no ride-off for 5th-7th place, the officials specifically placed the U.S. tandem 5th, while rating Italy and Holland tied for 6th. Thus the college of commissars paid a compliment to Jerry Ash and Gibby Hatton by acknowledging the quality that Jerry Ash knew was there.

TANDEM CLUB OF AMERICA

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Current Membership: 299 tandems

Dues: \$3.50 for individual or tandem team membership from date of receipt to August, 1978, prorated once a year (\$2.00 after March, 1978).
Double Talk is published bimonthly and a subscription is included with membership in the TCA. All memberships expire as of August, 1978.

TCA patches, 4" x 4½", \$2.25 each.

Deadline for next bulletin: Dec. 1.

TANDEM RIDE CALENDAR

Following are rides of special interest to tandemists. For registration forms and information, please send a self-addressed, stamped envelope to the address listed.

Nov. 27 Thanksgiving Tandem Tour, 50 & 100 km. Minimal services. Sierra Wanderers, c/o Ray McAfee, 8324 Myrtus Ct., Orangevale, CA 95662, 916-726-6334.

Aug. 25-28, 1978 Tandem '78 will be in Baltimore County, Maryland. The event will be held on Friday, August 25 through Monday, August 28, 1978, at the Hunt Valley Inn, Shawan Road and I-83, ten miles north of Baltimore City. This area is the heart of Hunt Country and the terrain is rolling hills. Plan your vacation days wisely!

TANDEMS FOR SALE

1. Double mixte, Ward's, 20" wheels. Excellent condition. Blue and chrome. Coaster and hand brake. Adjustable for children and adults. \$75. Steve Dubin, 14960 Sherman Way, A-109, Van Nuys, CA 91405, 213-989-1000.
2. 1977 Schwinn Paramount double mens 24" x 22". Full Campy, except brakes and derailleurs. TTT stem, QR adjustable rear seat post, Mathauser brake shoes. Must sell; first reasonable offer. John Linton, 2018 Andreo, Torrance, CA 90501, 213-320-2954.
3. Gitane 10-speed tandem, 23½" x 21½" double mens frame. Randonneur bars front and rear, Guidonnet brake levers, fenders, Eseg rear rack, 2 extra tires and tubes, handlebar end shifters, Atom drum brake with Mafac rim brakes. \$300. Dwight & Phyllis Kitchens, 14582-A Old Courthouse Way, Newport News, VA 23602, 804-887-2060.

TANDEMS WANTED

1. 23" x 21" (or lower rear) frame with 650B rims and tires for touring....perhaps a used Urago? John Vogel, #6 Thomas, Providence, RI 02902.
2. 20" or 21" maximum front, 20" maximum rear tandem. Julius Schnell, 26412 Calle Leucana, San Juan Capistrano, CA 92375, 714-493-4802.

LOOKING FOR A GOOD TANDEM?

Ray's Bike Shop in Torrance has in stock Gitane tandem framesets. The new Supersport mens/mens 21½/19½, 23½/21½, and 24½/22½ are available in blue or silver, and are full Reynolds 531 tubing with Campy dropouts. This is a quality frame at a reasonable price. Having owned, ridden, and worked on tandems for 7 years, I feel that I can solve almost any problem related to them. The Gitane can be set up for small children also. Due to the many combinations of parts, it is impossible to quote prices, but all inquiries will be quickly and accurately answered. Ray also has in stock the full line of Azuki and the beautiful new Austro Daimler from Austria. The detail on the Austro Daimler is some of the finest in the industry. Expert repairs on tandems and singles. Custom wheels a specialty. TD spokes, Phil 48 hole hubs, and Super Champ 48 hole rims in stock.

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(covering all issues of Double Talk, Bicycling, and Bike World thru 8/77)

Double Talk back issues, photocopies for sale: Volume 1, No. 1 \$.50; No. 2 \$1.20; No. 3 \$1.20; No. 4 \$1.50; No. 5 \$1.25; No. 6 \$1.50; all 6 \$6.00. Volume 2, No. 1, \$1.50 (postpaid)

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TCA Membership Application

NAME(S) _____

ADDRESS _____

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Checks may be made payable to TCA and should be sent to the treasurer.

White's Touring Topics

(I appreciate the opportunity to give you this compote of ideas and advertising. By way of introduction, I have a mail order business which specializes in components for wide range gearing. I offer fast, personal service. I do care about my customers. I don't substitute. I will read your long, complex letters. Your comments and questions are welcome):

1. Word-to-the-wise: consider specifying an indented chainstay and a six-speed freewheel for your new tandem. Phil Wood makes a six-speed hub with length added to the left side to compensate for the increased right-side length.
2. If you are looking for a long cage front derailleur, the Simplex SLJ's cage length is equal to the Cyclone with its cage extension, but the Simplex is superior for its one-piece cage, stronger inside cage plate, and positive seat tube clamp. A second model has an adjustable width cage to reduce the need for "fine tuning."
3. Cheap conversion: If you have a crossover drive with cottered cranks, a Nervar 5-pin steel crank can be substituted and fitted with a double or triple TA Cyclotouriste chainwheel.
4. The Duopar titanium rear derailleur is worth the extra cost if you require a derailleur which will handle unusually wide ranges, or one which shifts even under duress. (See DeLong's rave article on page 42 of March, 1977 Bicycling Magazine).
5. TA quadruple chainwheel consists of four chainrings, available in most sizes from 26 to 68 teeth. This specialized component extends the limits imposed by the front derailleur, or, allows a better selection of gears without complicated shifting patterns, or, might solve a chainline problem. Be really wild and figure out the way it suits a six-speed freewheel, if, that is, you can solve a clearance problem.
6. Unfortunately I don't have brake cables, handlebar stems for the stoker, rims, spokes - nor tandems. Yet.
7. Other tandem items in stock: 650B x 42 tires; TA triple chainwheel cranksets with crossover drive, French or English threads; MaxiCar 36-hole hubs with rear drum brake; French randonneur handlebars; a few Stronglight tandem cranksets, cranks, and chainrings; some Nervar; Phil Wood BB sealed units #2 and #4; Phil Wood 6-speed hub with extended left side; and odds and ends, including some things which even surprise me.

S white

S.F. White Touring Components
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Clarks Green, PA 18411